

FLIGHT JACKET

Vol. 8, No. 2

Marine Corps Air Station Miramar, Calif.

January 13, 2006

Regional command deactivated at Miramar

Air station simultaneously changes command during historical ceremony

Story by Cpl. Paul Leicht

MCAS Miramar Combat Correspondent

Marine Corps Air Bases Western Area conducted a deactivation ceremony Jan. 6, on the flight line at Marine Corps Air Station Miramar, during which Brig. Gen. Carl B. Jensen, commander, MCABWA, cased the unit's color for the final time.

Simultaneously, MCAS Miramar carried out a change of command during the ceremony where Jensen formally relinquished command of the air station to Col. Paul C. Christian, who previously served as chief of staff for MCABWA.

More than 150 Marines, sailors, family members, special guests and VIPs attended the afternoon ceremony. The special guests included several retired and active duty Navy admirals and Marine generals, politicians including Rep. Susan A. Davis from the 53rd District, as well as two Marine Medal of Honor recipients from the Vietnam era, retired Col. M. Sando "Jay" R. Vargas Jr. and retired Maj. Robert "Bob" J. Modrzejewski.

When the time came to case the color, Sgt. Maj. Thomas H. Howard, sergeant major for both MCABWA and MCAS Miramar, and three former MCABWA commanders assisted Jensen in wrapping the unit's standard before it was marched off the parade area for its final resting place at the Marine Corps Museum at Marine Corps Base Quantico, Va.

"Marines and sailors wake up everyday and are reminded at how lucky they are to be serving in a great city like San Diego," said Jensen.

"Today is a bittersweet moment for me, but I didn't get here alone. I leaned on a lot of people for support, including great friends, great mentors and my biggest supporter, my wife."

After the MCABWA colors were cased, Jensen reveled in the Marines' mission accomplishment and unique opportunities in the San Diego area, during his remarks.

Jensen, a graduate of Northern Illinois University and the National War College who was commissioned a second lieutenant in 1975, said the Marines at Miramar and MCASs Yuma and Camp Pendleton do everything to provide training opportunities so that the men and women who go off to combat are as best trained as possible.

"We make sure they are fully combat ready and trained to the highest level possible," said Jensen,



Standing in front of a Marine Corps Color Guard, Sgt. Maj. Thomas H. Howard (left), the last sergeant major for Marine Corps Air Bases Western Area and current sergeant major, Marine Corps Air Station Miramar, assists four former commanders of MCABWA (starting from left to right, next to Howard) retired Brig. Gen. D. V. Shuter, retired Maj. Gen. R. M. Cooke, Brig. Gen. Carl B. Jensen and retired Maj. Gen. F. C. Lang, in casing the command's color for the final time during a command deactivation ceremony Jan. 6 on the flight line at MCAS Miramar. Afterward, the cased colors were marched off the flight line for final delivery to the Marine Corps Museum at Marine Corps Base Quantico, Va. During the ceremony, Jensen, the last MCABWA commander, who now serves as commanding general, Expeditionary Strike Group 3, also relinquished command of the air station to Col. Paul C. Christian, former chief of staff, MCABWA. Photo by Cpl. Paul Leicht

who completed flight training and was designated a Naval aviator in 1977 and is a former commanding officer for Marine Aircraft Group 39, 3rd Marine Aircraft Wing. "Recently the 3rd Marine Aircraft Wing returned from Iraq, and in the next couple months they will go again."

As is tradition, taking care of the families who remain behind is a primary concern for those at Miramar.

"The Marines at (Marine Corps Air Bases Western Area) work tirelessly to make sure the families are taken care of, and I'm proud of the work they do in that regard," extolled Jensen. "Our Marines and sailors are also outstanding stewards of the land and air space around our air station. They form a critical part of the defense of the (United States of America) and I can't overstate that. The synergy of the bases and air stations in southern California and the southwestern United States are critically valuable provid-

ing training opportunities second to none required for a nation engaged in the Global War on Terrorism."

The stewardship and leadership would not have been possible without some heavy lifting by the Marines and sailors under the command of Col. Gregory Goodman, commanding officer, MCAS Camp Pendleton, and Col. Ben D. Hancock, commanding officer, MCAS Yuma, according to Jensen.

After formally taking over command of the air station from Jensen, Christian, who commanded MCAS Camp Pendleton from July 2000 to July 2003 before his assignment as chief of staff, MCABWA and MCAS Miramar, reflected on the legacy he inherited.

"We all honor Brigadier General Jensen and Mrs. Jensen as they have done a superb job," said Christian, commanding officer, MCAS Miramar, and a native of Neenah, Wisc. "His wife focused on family

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Inside

Weekend forecast from Miramar's weather station



74°/57°
Today

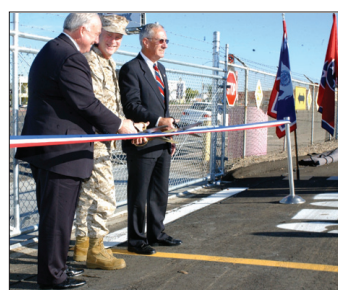


74°/58°
Saturday



74°/57°
Sunday

**Miramar
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helicopters
join Marines
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Martin Luther King holiday a time for remembrance

Story by Gunnery Sgt. Ronald L. Cherry

MCAS Miramar Equal Opportunity Advisor

Just a year before his death – in his book, “Where Do We Go From Here: Chaos or Community” – Dr. Martin Luther King Jr. voiced his plea for unity even more fully, words as relevant today as when they were written. “We have inherited a large house, a great world house in which we have to live together – black and white, Easterner and Westerner, Gentile and Jew, Catholic and Protestant, Muslim and Hindu – a family unduly separated in ideas, culture and interest, who, because we can never again live apart, must learn somehow to live with each other in peace.”

The 20th national observance of Dr. Martin Luther King Jr.’s birthday will be celebrated Monday. Established by public law 98-144 in 1983, Congress designated the third Monday in January a national holiday in honor of King.

“I have a dream that one day this nation will rise up, live out the true meaning of its creed. We hold these truths to be self-evident; that all men are created equal.”

An erudite scholar, King not only uttered these words that touched the hearts of many Americans and people from around the world at the march on Washington in August 1963 but also dedicated his life to fulfilling this “dream” and gaining civil rights for all people.

Through King’s visionary legacy of hope, he set the tone for a more just and peaceful America through nonviolent means. The Montgomery, Ala., bus boycott, Birmingham campaign, Selma campaign and the march on Washington were significant milestones that established the foundation of the civil rights movement. By his strong nonviolent leadership of the civil rights movement, King improved opportunities for all Americans.

King’s crusade to secure equal rights for all was ultimately recognized in December 1964, when, at age 35, he was the youngest person ever to receive the Nobel Peace Prize.

The reoccurring theme, “Remember! Celebrate! Act! A day on, not a day off!” encourages all members of the Department of the Navy and their families to reflect on the life of a man who dedicated his life in search of equality for all people. It reminds all Marines and sailors of their obligation to be role models of our core values of honor, courage and commitment and exemplify the highest standard of excellence at all times.

Tribute to America’s troops extended

USMC Press Release

Headquarters Marine Corps

ST. LOUIS – A tribute program that provided free admission to Anheuser-Busch theme parks to more than 900,000 members of U.S. and coalition armed forces and their families has been extended through 2006. Anheuser-Busch launched “Here’s to the Heroes” in February 2005 to acknowledge service members and the sacrifices made by their families.

“It is gratifying to all of us at Anheuser-Busch that so many members of our armed forces took advantage of this program and honored us with a visit,” said Keith M. Kasen, chairman and president of Busch Entertainment

Corporation, the family entertainment division of Anheuser-Busch. “This is a difficult time for our men and women in uniform, and we are honored to give them something back.”

Here’s to the Heroes provides a single day’s free admission to any one SeaWorld or Busch Gardens park, Sesame Place, Adventure Island or Water Country USA for the service member and as many as three of his or her direct dependents. Any active duty, active reserve, ready reserve service member or National Guardsman is entitled to free admission under the program.

They need only register, either online at www.herosalute.com or in the entrance plaza of a participant.

King liked to quote Mark 9:35, the scripture in which Jesus of Nazareth tells James and John “...whosoever will be great among you shall be your servant; and whosoever among you will be the first shall be the servant of all.” And King talked about the end of his mortal life in one of his last sermons, on Feb. 4, 1968 in the pulpit of Ebenezer Baptist Church, even then he lifted up the value of service as the hallmark of a full life. “I’d like somebody to mention on that day Martin Luther King Jr. tried to give his life serving others,” he said. “I want you to say on that day, that I did try in my life...to love and serve humanity.”

Marines and sailors are committed to maintaining the highest standards, treating all individuals with dignity and respect, and affording every Marine and sailor an equal opportunity for professional advancement based on merit and individual capability.

Like King, the Marine Corps recognizes the value of treating everyone as a vital member of the team. As service members, we can identify with the honorable way in which King fought for change, the immense courage he displayed during times of great peril to his own safety and his tireless commitment to the cause of freedom. So, commemorate this holiday by making your personal commitment to serve humanity with the vibrant spirit of unconditional love that was King’s greatest strength, and which empowered all of the great victories of his leadership.

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Is this your Honda?

The above vehicle has been marked for impound by the Provost Marshal’s Office. To avoid having the vehicle towed, please store it in the Marine Corps Community Services or Traffic Management Office lots.

Abandoned vehicles at Marine Corps Air Station Miramar present security risks as well as environmental and safety concerns. PMO attempts to identify and contact vehicle owners of illegally parked, abandoned vehicles prior to tagging the vehicle with a Department of Defense notice. Vehicles are then scheduled for towing three days following the notice.

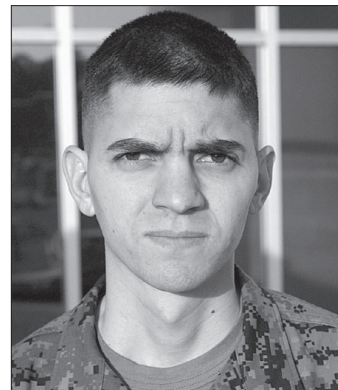
For more information, please call 577-1276 or 577-4139.

MIRAMARKS

“What do you think is Martin Luther King Jr.’s greatest accomplishment?”

CPL. JOSE BALLESTEROS
Engine Mechanic
MALS-11

“He united the people of this country and taught them that all people are equal and to treat them the way you want to be treated.”



PFC. ALEJANDRO GONZALEZ
Military Policeman
MCAS Miramar

“He fought for freedom and rights for black Americans.”



FLIGHT JACKET

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MAJ. GEN. SAMUEL T. HELLAND
Commanding General
3rd Marine Aircraft Wing



COL. PAUL C. CHRISTIAN
Commanding Officer
MCAS Miramar

Maj. Curtis Hill
Public Affairs Director

Capt. Al Eskalis
Public Affairs Deputy Director

Gunnery Sgt. Matthew W. Sewell
Public Affairs Chief

Sgt. John L. Zimmer III
Internal Information Officer

Cpl. Paul Leicht
Layout



Retired Marine Reserve Col. Ed McMahon explores an exhibit at the Flying Leatherneck Aviation Museum after the Marine Corps Air Station Miramar's gate opening ceremony Jan. 5, which officially opened the museum's new public access gate located off Miramar Road, allowing visitors easier entry into the museum. *Photo by Cpl. Skye Jones*

New gate offers easier access to aviation museum

Story by Cpl. Skye Jones

MCAS Miramar Combat Correspondent

Aviation enthusiasts now have easier access to the only museum in the world dedicated to preserving the history of Marine Corps aviation.

On Jan. 5, retired Maj. Gen. Bob Butcher, chairman, Flying Leatherneck Historical Foundation and Aviation Museum, Brig. Gen. Carl B. Jensen, commander, Expeditionary Strike Group 3, San Diego Mayor Jerry Sanders and retired Marine Lt. Col. and hall of fame San Diego Padres announcer Jerry Coleman officially opened

Marine Corps Air Station Miramar's new public access gate for the Flying Leatherneck Aviation Museum.

Located off Miramar Road, the gate will allow visitors direct entry into the 4,200 square foot museum without passing through a sentry guarded gate.

"The new gate will give a lot more civilians the opportunity to see the history of the Marine Corps and the warfighting spirit of Marine aviation and its heroes," said Butcher, a Mineral Wells, W.Va., native. "Because of our new gate, we expect to double the amount of people who come to the museum this year."

According to Butcher, in the next two-and-a-half

years, the museum anticipates more than 100,000 visitors.

"I've met a lot of people who have driven by the museum for several years and never took the time to come through the gate," said Ron Merrill, museum docent. "That's an indication that we needed this gate. Now when drivers see the airplanes from their cars, they can just pull right into the museum."

The new gate will remain open during normal museum business hours from 9 a.m. until 3:30 p.m., Tuesday through Sunday. For more information, contact the Flying Leatherneck Aviation Museum at (858) 693-1723.

Army Blackhawks join Marines in desert

Story by Lance Cpl. Brandon L. Roach

3rd MAW Combat Correspondent

MARINE CORPS AIR STATION YUMA, Ariz. — The distant sound of an unseen helicopter echoes as it creeps across the desert to drop off Marines and soldiers for training exercises.

These dark birds of the night belong to the Army National Guard's 2nd Battalion, 224th Aviation Regiment, of Richmond, Va. They are the UH-60 Blackhawks.

The battalion of Blackhawks joined Marines at Marine Corps Air Station Yuma, Ariz., for Exercise Desert Talon to refine skills they have learned and to strengthen their relationship with the Marines they will be working with from the 3rd Marine Aircraft Wing in Iraq.

The battalion checked into MCAS Yuma for pre-deployment training Nov. 19 and attached to Marine Aircraft Group 16, 3rd MAW, to further train in joint operations in a desert environment.

"Joint operations training is a good experience, considering we have and will continue working side-by-side with Marines throughout Operation Iraqi Freedom," said Chief Warrant Officer 4 Billy Milliken, pilot, 2-224th AVN.

The unit had an extensive training schedule it adhered to while at MCAS Yuma. They trained using several different scenarios such as insertions, casualty evacuations, supply drops, convoy support and equipment and troop relocation.

Marines worked with Army pilots and crewmembers everyday, whether it is lending a hand servicing aircraft or catching a ride to a drop point for training.

"This is a very good opportunity for us to get to know the other side of the military that we will be working with while deployed to Iraq over the next year," said Cpl. David A. Foraker, aviation ground support equip-



Soldiers from the Army's 2nd Battalion, 224th Aviation Regiment, make final adjustments to a UH-60 Blackhawk Dec. 5, in preparation for a long week of flight operations training. The training strengthens the ability to conduct joint operations between the deploying Marines and soldiers heading to Iraq. Photo by Lance Cpl. Brandon L. Roach

ment technician, Marine Aviation Logistics Squadron 31, assigned to MAG-16.

For Yuma residents, the UH-60 is an unusual sight. They are used to seeing the CH-46 Sea Knight, the CH-53E Super Stallion and several different fixed wing aircraft such as the F-5 Tiger, the AV-8B Harrier, and the F/A-18 Hornet fly through the sky overhead.

The Blackhawk unit has seen its fair share of opera-

tions over the years. They have been involved in NATO peacekeeping operations in Bosnia, several joint training operations across the world and soon Operation Iraqi Freedom.

While strengthening their camaraderie during Desert Talon, soldiers with 2-224th AVN and Marines with 3rd MAW have prepared to operate side by side in a joint environment, ensuring a successful deployment to Iraq.

Marines start developement of new heavy lifter

USMC Press Release

Headquarters Marine Corps

PATUXENT RIVER, Md. – A new heavy lift helicopter is now officially in the pipeline for the Marine Corps following a Dec. 22, 2005, decision by the Hon. Kenneth R. Krieg, under secretary of defense for acquisition, technology and logistics, to authorize the Heavy Lift Replacement (HLR/CH-53K) program to begin a \$4.4 billion development program for the aircraft.

A “Cost Plus Award Fee” contract for the System Development and Demonstration phase, estimated to be approximately \$2.9 billion, is expected to be signed with Sikorsky in March 2006.

An Initial System Development and Demonstration contract worth \$8.8 million to Sikorsky was signed Jan. 3. A follow-on ISDD contract is expected in several weeks. An exact figure for that contract is not yet known.

The ISDD contracts cover continuing risk reduction efforts and sub-system selection including cockpit, engines and fuselage, while the SDD contract covers most aspects of research, design, test and evaluation efforts performed by Sikorsky for the new helicopter. Fleet Marines should start receiving the first of 156 new heavy lifters, to be called the CH-53K, in 2015.

Which is none too soon for the program manager, Col. Paul Croisetiere. Or the Marine Corps, which has been relying heavily on the aging CH-53E Super Stallion in the increasingly relevant heavy lift mission.

“Since the first Gulf War, Marine Corps vertical heavy lift has been getting further and further away from the original requirement it was developed to meet, a behind the lines logistics support aircraft,” Croisetiere explained. “From the Scott O’Grady rescue mission in the Balkans to delivering critically needed combat support in Afghanistan, Iraq and the Horn of Africa, we’re wearing out the aircraft because it has been in incredibly high demand since the mid 90s. The CH-53E has proven to be extraordinarily relevant to the execution of our national security strategy, Navy and Marine Corps warfighting concepts and the associated need for capable heavy lift.”

Because the current aircraft has performed such yeoman service outside of the spotlight, it hasn’t been given the attention “squeakier wheels” in the DoD arsenal have over the years.

“We currently have an under-resourced fleet,” Croisetiere said. “In the 25 years it has been in service we have not had the investment necessary to effectively address obsolescence, reliability and maintainability issues. We also have a significant fatigue life issue looming. A Service Life Assessment Program conducted on the CH-53E determined that the service life is 6,120 flight hours based on the aircraft’s transition bulkhead section. Based on our current and predicted usage rates, we anticipate the current fleet will start reaching this fatigue life limit in fiscal year 2011 at a rate of up to 15 aircraft per year. Not only is this an expensive fix but it will require significantly increased management attention to ensure we have sufficient numbers of aircraft available to meet our operational commitments.

“We have to start now if we’re going to have new CH-53Ks on the flight line ready for tasking when we start parking the Ech-

oes,” Croisetiere stated.

“Marinized rotary wing heavy lift is a very necessary capability that demands a very capable platform to accomplish,” explained Lt. Col. Stewart Gold, the heavy lift program’s deputy for logistics support. “The ability to deliver very heavy loads in extreme, austere conditions in support of Marine infantry, including combat, anywhere in the world comes at a price. On average, it costs approximately \$15,000 and requires 44.1 maintenance man-hours for each flight hour.”

Technologies under consideration in the CH-53K, which is being developed as a new-build derivative of the CH-53E, will include a joint interoperable “glass” cockpit; high-efficiency rotor blades with anhedral tips; low-maintenance elastomeric rotorhead; up-

graded engine system; cargo rail locking system; external cargo improvements; and survivability enhancements. Marine Corps acquisition officials also weighed the option of participating with the Army’s Joint Heavy Lift program.

“The Army’s proposed heavy lift requirement to transport the Future Combat System greatly exceeds our requirement,” Croisetiere said. “The actual aircraft hasn’t been designed yet, but initial analysis suggests the joint heavy lifter will be too large to operate from current and programmed amphibious shipping. We may have a use for it, but in more of a logistical role as a possible KC-130J replacement – we still need the CH-53K for tactical heavy lift.”

Joint Heavy Lifters may not be available any sooner than 2025, according to

Croisetiere.

“We can’t wait for the Joint Heavy Lifter,” he added. “And even if we could, we still couldn’t use it because, as currently envisioned, it’s too big to operate from our amphibious ships. It will be an incredible platform, but it won’t be a sea-based vertical lifter.

“With more than twice the combat radius of the CH-53E, the CH-53K uses mature technology to deliver a fully shipboard compatible platform to meet current and future Marine Corps requirements,” he explained.

The CH-53K is being designed to carry a cargo load of 27,000 pounds out to a distance of 110 nautical miles, to an altitude of 3,000 feet. One of the more appealing capabilities of the CH-53K will be its performance in mountainous areas in hot day conditions.



Brig. Gen. Carl B. Jensen, the last commander of Marine Corps Bases Western Area, who now serves as commander, Expeditionary Strike Group 3, makes his final remarks during a command deactivation ceremony Jan. 6 on the flight line at Marine Corps Air Station Miramar. *Photo by Cpl. Paul Leicht*



Col. Paul C. Christian (left), commanding officer, Marine Corps Air Station Miramar, and four former commanders of Marine Corps Air Bases Western Area (starting from left to right next to Christian) Brig. Gen. Carl B. Jensen, commander, Expeditionary Strike Group 3, retired Maj. Gen. F. C. Lang, retired Maj. Gen. R. M. Cooke, retired Brig. Gen. D. V. Shuter, stand together after Jensen relinquished command of the air station to Christian during the MCABWA deactivation ceremony Jan. 6. *Photo by Cpl. Paul Leicht*

MCABWA, continued from page 1

services like the Key Volunteer program, the (Lifestyle, Insights, Networking, Knowledge and Skills) program, the childcare center, the exchange, housing, the commissary and she really turned around the Navy Marine Corps Relief Society Thrift Store, helping to bring in some great donations. Those of us who have worked with General

Jensen know that he is an outstanding leader.”

Christian said that Jensen, while overcoming the trials and tribulations of being stricken with cancer, provided some great strategic and operational direction and guidance to his commanders and staff.

“He gave us the ball, and we have been able to take it for touchdowns,” said Christian. “He was able to beat that disease yet still came in to work while taking medication. He was an inspira-

tion to both my staff and myself. Through the trials and tribulations of that disease, he was still our commanding general, our leader and was still right there with us and thank God today he is cancer free.”

The history of MCABWA extends as far back as Oct. 4, 1957, when the secretary of the Navy established and activated the command. Serving in a dual-duty capacity at the discretion of the commandant of the Marine Corps, the commanding general of MCABWA si-

multaneously served as the commanding general of MCAS El Toro.

The commander’s mission was to exercise command and provide support to aviation units of the operating forces within the western United States.

Several facilities, some known by different names over the years, have fallen under MCABWA command: MCAS El Toro, MCAS Tustin, MCAS Yuma and MCAS Camp Pendleton.

In 1999 following the closing of MCASs El Toro and Tustin, MCABWA migrated to MCAS Miramar and assumed command of the air station. MCABWA also continued to encompass MCASs Yuma and Camp Pendleton. MCABWA has had 32 commanders since its establishment.

Today, as MCABWA’s last commander, Jensen closed a chapter in Marine Corps aviation history that began nearly a half century ago, setting the stage for a new legacy.

“I’ve been blessed with some great talent which has kept me afloat during my tour here, including that of Sergeant Major Howard whom I thank for all that he has done, he has been my right hand man and good friend,” said Jensen.

Howard, who also helped Jensen pass the MCAS Miramar colors to Christian, leaves his post as MCABWA sergeant major and currently continues to serve as sergeant major for MCAS Miramar.

“As I relinquish command of this air station to Colonel Christian, I couldn’t be more proud of our Marines and sailors here, and this air station could not be in better hands,” concluded Jensen.



Brig. Gen. Carl B. Jensen (left) passes the colors for Marine Corps Air Station Miramar to the air station’s new commanding officer, Col. Paul C. Christian (center), during the Marine Corps Air Bases Western Area deactivation and change of command ceremony Jan. 6 on the flight line at MCAS Miramar while Sgt. Maj. Thomas H. Howard (right), sergeant major, MCAS Miramar, looks on. *Photo by Cpl. Paul Leicht*

New book draws parallels for democracies in war

Book review by Cpl. Paul Leicht

MCAS Miramar Combat Correspondent

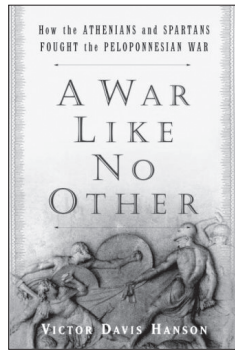
“The secret of happiness is freedom, and the secret of freedom is courage,” said the ancient Greek historian Thucydides and author of “History of the Peloponnesian War,” a work largely regarded as a classic account of the war between Athens and Sparta.

The Peloponnesian War lasted from 431 B.C. to 408 B.C. Despite being an Athenian and a participant in the conflict, Thucydides is regarded as having written a generally unbiased account of the conflict and all the sides involved in it. In Book One, he states that he wrote his work “not as an essay which is to win the applause of the moment, but as a possession for all time.”

Looking at the war through the eyes of modern times, in his new book “A War Like No Other: How the Athenians and the Spartans Fought the Peloponnesian War,” renown historian of classical history Victor David Hanson draws some powerful and interesting parallels between the Peloponnesian War and our modern-day conflicts.

Professor Hanson, declared a potential historical heir to Stephen Ambrose as our nation’s laureate of military history by “Publisher’s Weekly,” has approached his study of this much-studied war from a rather interesting perspective. Mindful of chronology, Hanson focuses his account on various themes and topics such as combat tactics, naval ships, siege warfare and horses to create a stimulating narrative of the 27-year war between Greece’s two arch enemies, Athens and Sparta, locked in mortal combat in a life-or-death struggle for survival. His writing is both fluid and very conversational, making the work quite readable for the average layperson. The maps, more strategic than tactical, are functional and could benefit from additional detail; however, this does not detract from the quality of the book.

Even more noticeably, Hanson successfully captures the essence of total war, capturing the intensity and savagery by conveying what it must have been like for those who participated in the ancient battle. By our more modern standards of mass warfare, the Peloponnesian War was a somewhat small affair with relatively small military forces. Hanson notes however

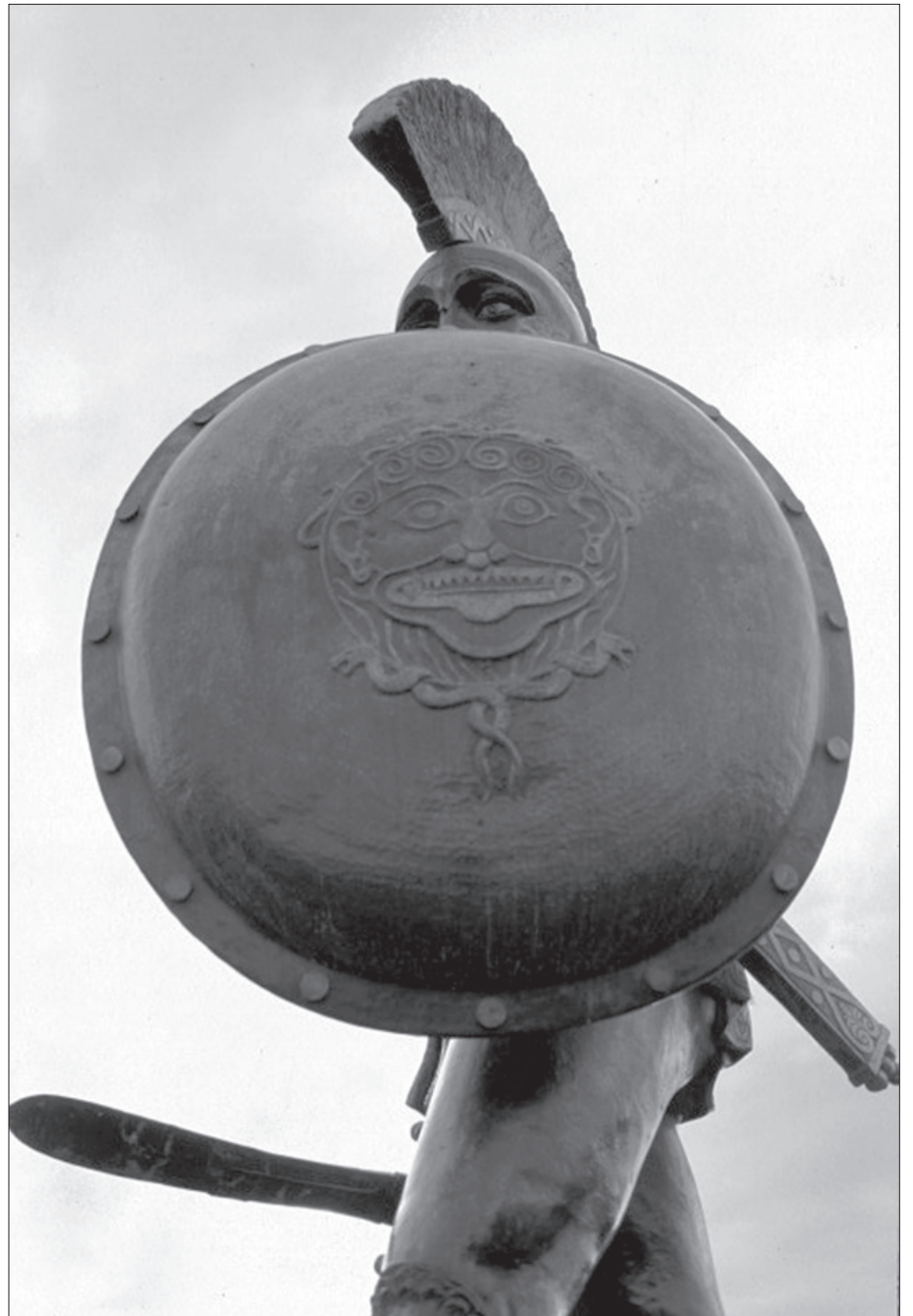


that by the standards of ancient Greece, the war was devastating and massive.

For Marines and the rest of America’s warriors today, the Peloponnesian War may seem a remote event with little relevance for the technological complexities of the 21st century battlefield, but as Hanson would argue the ancient war is a metaphor for our present-day conflicts, including our Global War on Terror.

“Everything we have seen in the present global war – slaughtering school children in Beslan; murdering diplomats; taking hostages; lopping limbs; targeted assassinations; road-side killing; spreading democracy through arms– had identical counterparts in the Peloponnesian War,” said Hanson on his Web site, www.victorhanson.com. “That is not surprising when Thucydides reminds us that the nature of man does not change, and thus war is eternal, its face merely evolving with new technology that masks, but does not alter its essence. So the war is also a timely reminder about the strengths – and lethal propensities – of democracies at war. And we should remember that when we hear some of the internecine hysteria voiced here at home – whether over a flushed Koran or George Bush’s flight suit – when 160,000 Americans are risking their lives to ensure that 50 million can continue to vote.”

Hanson has been professor of classical history at California State University in Fresno, Calif., since 1985 and has served as Visiting Professor of Military History at the U.S. Naval Academy. He is also currently an editor and workshop teacher for the National Endowment of the Arts’, “Operation Homecoming: Writing the Wartime Experience,” aimed at preserving



the stories and reflections of American troops who have served our nation on the frontlines – as in Afghanistan and Iraq – and stateside defending the homeland.

Selected works of Victor David Hanson, as well as Thucydides, “History of the Peloponnesian War,” are on the Marine Corps Professional Reading List available at the air station library and Marine Corps Association bookstores.

TRIBUTE, continued from page 2

ing park, and show a Department of Defense photo ID. Also included in the offer are members of foreign military forces serving in the coalitions in Iraq or Afghanistan or attached to American units in the U.S. for training.

“This is one small way we can acknowledge and thank the soldiers, sailors, Marines, airmen and Coast Guardsmen whose service helps to preserve the freedom and safety of every American,” Kasen said. “It’s important to all of us at Anheuser-Busch that we show our gratitude to the men and women of our armed forces and their families for the sacrifices they make on our behalf.”

Here’s to the Heroes is the fourth tribute to military personnel offered by Anheuser-Busch since Yellow Ribbon Summer welcomed service members home from the Gulf War in 1991. More than 3 million people have visited Anheuser-Busch Adventure Parks free under these programs. Anheuser-Busch has supported the military for more than 150 years, and in 2005 launched the Here’s to the Heroes Tour.

MotoMail helps link deployed Marines to loved ones

Story by Donna Miles

American Forces Press Service

WASHINGTON – In the age of e-mail, podcasts and blogs, it's easier than ever before for deployed troops to stay in contact with their friends and loved ones at home. But many say none of these high-tech communications can compete with an old-fashioned card or letter they can tuck away in a pocket or backpack and reread anytime, anywhere, until it's faded and dog-eared.

A Marine Corps innovation is offering the perfect middle ground: letters from home that are downloaded, printed and delivered in hard-copy format, usually within 24 hours rather than the week or more it takes traditional "snail mail" to arrive. MotoMail, short for "motivational mail," is the Marine Corps' answer to express mail for deployed Marines, Master Sgt. Ronald C. Williams, postal affairs chief for Headquarters Marine Corps, told the American Forces Press Service.

It brings the speed of electronic transmissions to deployed troops, even those without easy access to computers or unable to wait in long lines to use one at an Internet cafe, he said.

At the same time, it gives them the satisfaction of a permanent note they can hold in their hands. The service, introduced more than a year ago and steadily growing in usage, is based on the British armed forces system called

"E-Bluey" used to send free messages to British troops around the world for the past five years, Williams said.

MotoMail enables friends and families with Internet access to send up to five free, letter-type messages a day to deployed Marines with total privacy, he said.

Many members of other services co-located with deployed Marines also have access to the service. Writers register on the MotoMail Web site and type out their message and the name and unit address of the intended recipient.

All units participating in the program are listed in the drop-down menu on the screen. The letter goes to the MotoMail server, which forwards it to the designated postal unit. There, Marine postal workers download the messages, print them and run them through a machine that folds and seals them to ensure privacy. Marines receive their MotoMail letters at their next mail call.

While far speedier than traditional U.S. mail, and more personal than electronic transmissions, MotoMail comes with some limitations, Williams said.

"It can't send attachments or enclosures, can't relay packages and can't be used for letters addressed to 'Any Marine.' Messages must have a real Marine's name and unit address to be processed," Williams said.

Messages with fake or incomplete names won't be delivered. More than a year since it was introduced, MotoMail is gaining in popularity, with 106,000 active accounts delivering almost 8,000 messages to date at the rate of about 160 letters a day, he said. Deployed Marines and their families have rave reviews for the system and see it as a big morale booster.

"We are so grateful to have such an amazing service made available," wrote one user on the MotoMail Web site. "It brings us much comfort to know that letters can reach our loved ones in such a timely fashion. Much thanks to those who made this possible."

"It is wonderful to know that I can get information to my husband the same day whether it is something important or just an I love you," wrote another user. "It makes the time between actual contacts seem more bearable."



Still another agreed, "It is wonderful to know I can send my son a message whenever I want. God bless all of you who are making it so much easier for us to communicate with our loved ones. (There's) lots of love flowing throughout that server."

To report fraud, waste or abuse, call (858) 577-1245 and include a description of the abuse, the original source of the incident, any proof of evidence, location, date and time.



Lt. Col. Robert S. Barr (far left), commanding officer of Marine Medium Helicopter Squadron 365, assigned to the 24th Marine Expeditionary Unit, arrives aboard USS Iwo Jima to participate in the Group Sail exercise. HMM-365 is the Aviation Combat Element of the 24th MEU. The 24th MEU is scheduled to deploy in the spring with the seven vessels of the Iwo Jima Expeditionary Strike Group. The Marines' mission and destination have yet to be determined. *Photo by Gunnery Sgt. James H. Frank*

24th MEU begins predeployment training cycle

Story by 24th MEU Public Affairs

24th MEU

ABOARD THE USS IWO JIMA — After savoring its first Christmas at home in two years, the 24th Marine Expeditionary Unit wasted little time in resuming preparations for its upcoming deployment.

As the MEUs' command element moved from Camp Lejeune, N.C., to Norfolk, Va., Jan. 5, to board the USS Iwo Jima for the unit's first at-sea drill, the MEU's ground combat and logistics elements made their way to Fort A.P. Hill, Va., for three weeks of field maneuvers.

In North Carolina, Marines set up the Joint Force Task Enabler — a mobile communications suite — at Marine Corps Base Camp Lejeune, while other elements prepared to spend a week in Wilmington honing their reconnaissance and surveillance skills.

By spreading elements across nearly 400 hundred miles, the MEU aims to test its long-range communications skills, which are essential to its ability to command and control widely distributed forces.

The week-long Group Sail exercise aboard the Iwo Jima and two sister ships marks the first time during the six-month pre-deployment cycle that the Marines and sailors trained together at sea.

Key objectives for the Marines include establishing shipboard communications and refining their command-and-control procedures. The exercise also gives pilots from the MEU's aviation combat element a chance to refresh their skills at operating from the deck of a ship.

The MEU commander, Col. Ron Johnson, called the exercise a "freebie," an early opportunity for his Marines to develop relationships with their Navy counterparts, to set the stage for later training evolutions and to focus exclusively on preparing for combat.

The 24th MEU is scheduled to deploy in the spring with the seven vessels of the Iwo Jima Expeditionary Strike Group. The Marines' mission and destination have yet to be announced.



A CH-46E Sea Knight helicopter attached to Marine Medium Helicopter Squadron 365, assigned to the 24th Marine Expeditionary Unit, practices at-sea landings aboard USS Iwo Jima. HMM-365 pilots are completing their required shipboard qualifications while participating in the Group Sail exercise. *Photo by Gunnery Sgt. James H. Frank*

Miramar Movies

The Bob Hope Theater is located in Building 2242, and will be featuring the following movies. Outside food and drinks are not permitted. For more information, call 577-4143 or log on to www.mccsmiramar.com.

Friday:

6:30 p.m. Zathura (PG)

9:00 p.m. *Get Rich or Die Tryin’ (R)

Saturday:

6:30 p.m. Yours, Mine and Ours (PG)

9:00 p.m. Just Friends (PG-13)

Sunday:

1:00 p.m. *Chicken Little (G)

6:30 p.m. *Harry Potter & the Goblet of Fire (PG-13)

Wednesday:

Theater Closed

Thursday:

2:00 p.m. Zathura (PG)

6:30 p.m. Just Friends (PG-13)

* Indicates the last showing for that film

Junior Basketball

The last day to sign up for junior basketball camp is Saturday starting at 9 a.m. at the Main Gym.

Cost is \$40, which includes one NBA reversible jersey, a trophy and pictures for the child to keep.

The camp is open to all children ages 6 through 14.

For more information, call 577-4136 or 577-6530.

Religious Services

The Chaplain’s Office is located in Building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain’s Office at 577-1333.

Sunday:

9:30 a.m. Protestant worship service

11 a.m. Roman Catholic Eucharist

Wednesday:

7 p.m. Baptist service

Monday-Friday:

11:30 a.m. Roman Catholic daily mass

Jewish:

7 p.m. First Friday of the month MCRD

7:30 p.m. Last Friday at Edson Range Chapel

Flu Shots Now Available

Flu shots are currently available at the MCAS Miramar Family Practice Clinic for military family members from 8 to 10 a.m. (adults must have military ID and children must be at least six months old).

Active duty personnel (with military ID) can receive flu shots at the Branch Medical Clinic (Preventitive Medicine) from 10 a.m. to 3 p.m.

Dr. Phil Show Taping

The Single Marine Program is sponsoring a trip to the Dr. Phil Show Jan. 31, departing at 8:00 a.m. and returning at 6:00 p.m. The trip is open to all active duty personnel and their guests, family members and Department of Defense employees.

For more information, call 577-6171.

DeCA scholarships available

The Defense Commissary Agency’s Scholarships for Military Children Program is in its sixth year and the deadline for submission is Feb. 22.

Last year there were 500 scholarships awarded, each in the amount of \$1,500, throughout DeCAs 268 commissaries world-wide. More than \$3.2 million in scholarships have been awarded since the program began.

Applicants are required to write and submit an essay on why they admire a great past or present military leader. More than one scholarship per commissary may be awarded.

For more information or an application, visit www.commissaries.com or www.militaryscholar.org.

Impounded Vehicles

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information contact the Provost Marshal’s Office at 577-1461.

Vehicle:	License:	Vehicle:	License:
1994 Pontiac Grand Am	CA/3STS043	Unk. Dodge RV	CA/4JVJ367
1994 Nissan Maxima	TX/X26MFL	1973 Chevy Nova	TX/447CVJ
2000 Mitsubishi Galant	CA/3TQY718	1987 Toyota Celica	CA/2GUH953
1984 Chevy Corvette	CO/754JZW	1973 Datsun 240Z	CA/4RGC082
1990 Chrysler New Yorker	WI/402CPD	2001 Ford Focus	CA/5NYB483
1997 Ford Mustang	CA/3WAL501	1987 Dodge Colt	CA/2PTS599